ICE

-From the -Great Falls Ice Company

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Best quality of Kennebec Ice at LOWEST BATES.

GREAT FALLS ICE COMPANY A Discount on Tickets purchased at Office. T. A. LAMBERT, President.

> JOHN D. BARTLETT, Supt. MEDICAL.

Cancer of the Tongue.

A Case Resembling That of Gen. Grant.

Some ten years ago I had a scrotulous sore on my right hand which gave me great trouble, and under the old-time treatment healed up, but it had only been driven into the system by the use of potash and mercury, and in March, 1882, it broke out in my throat, and concentrated in what some of the doctors called cancer, eating through my cheek, destroying the roof of my mouth and upper lip, then attacked my tongue, palate and lower lip, destroying the palate and under lip entirely and half my tongue, eating out to the top of my left cheek bone and up to the left eye. I could not eat any solid food, but subsisted on liquids, and my tongue was so far gone I could not talk. Such was my wretched, helpless condition the first of last October (1884), when my friends commenced giving me Swift's Specific. In less than a month the eating places stopped and healing commenced, and the fearful aperture in my cheek has been closed and firmly knitted together. A process of a new under lip; sprogressing finely, and the tongue, which was almost destroyed, is being recovered, and it seems that nature is supplying a new tongue. I can talk so that my friends can readily understand me, and can also eat solid food again. If any doubt these facts I would refer them to Hon John H. Traylor, State Senator of this district, and to Dr. T. S. Bradfield, of La Grange, Ga. A Case Resembling That of Gen. Grant

MRS, MARY L. COMER.

La Grange, Ga., May 14, 1885.

Treatise on Blood and Skin Diseases malled free, THE SWIFT SPECIFIC CO., Drawer 3, At-lanta, Ga. N. Y., 157 W. 23d st.

RUPTURE

BY TRIUMPH TRUSS CO. of New York and Philadelphia. The only firm in the world who dare Guarantes the cure of Rupture. Dr. C. W. Burnham, the great Truss Expert, general superintendent, is now at the ST. MARCHOTEL, corner Pennsylvania ave. and Seventh st., Washington, D. C. He gives examination and advice free, and free trial of Trusses. Call or send stamp for circular and be cured. je5-1m

THE GRAPE CURE,

SAL-MUSCATELLE.

A NATURAL Sick Headache and

Dyspepsia Cure

IN AMERICA. The crystallized salts, as extracted from grapes and fruit, a most wonderful product from Nature's laboratory. Have it in your homes and travels—a specific for the fagged, weary or worn-out. It cures sick headache, dyspepsia, worn-out. It cures sick headache, dyspepsia, stomach and bowel complaints; removes bil-iousness, stimulates the liver to a healthy ac-tion, counteracts the effects of impure water and the excessive use of alcoholic beverages and prevents the absorption of malaria; sup-plies to the system the want of sound, ripe fruit. Prepared by the

LONDON SAL-MUSCATELLE CO., LONDON, ENGLAND.

Beware of imitations. The genuine in "blue wrappers only." Let Send for circulars to G. EVANOVITCH, General American Manager, P. O. Box 1968, New York City.

Mention this paper.

Manhood Restored REMEDY FREE.—A victim of youthful imprudence easing Premature Decay, Nervous Debblity, Lost Manhood, &c., having tried in vain every known remedy, has discovered a simple means of self-cure, which he will send FREE to his fellow-sufferers, address, J.H.REEVES, 43 Chatham St., New York.

A NEW DISCOVERY. NASALINE Immediate relief for Cold in the ead, Sore Nose, Catarrh &c. 10c, a box. F tale by all druggists.

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Photo-Engraving Establishment, In connection with my PATENT PROCESS, am prepared to furnish ILLUSTRATIONS AT NEW YORK PRICES. Photographing on Wood for the Trade. MAURICE JOYCE,

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COMFORT, STYLE & DURABILITY!

Ask your dealer for the Stary, Adams & Co. Shoe.

These goods are made of the best French and Domestic atcock, Kangaroo tops, in hand and machine
sewed, in CONGRESS, BUTTON and LACE, and
EVERY PAIR WARRANTED. Satisfaction is
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If these goods are not kept in stock by your dealer send your address to STACY, ADAMS & Co., 98 Summer Street, Boston, Mass

THE TWO POVERS.

BY JOEL BENTON:

A fair little maiden there was, on a time. Not selfish or vain, as I know. Whose life ran as sweet as a musical rhyme— And this maiden had many a beau. Young Mortimer sought her, and trustfully thought—
His heart was so puffed up with pride—
That she, by his grandeur, would surely be eaught.
And give herself up as his bride.

He were broadcloth and jewels, and talked of his gold. And boasted his family line; But this little maiden had often been told. That only fine actions are fine.

Now. Harry, who went to this maiden to woo, Had only his heart to bestow; With riches and lands he had little to do, And he had no gay fashions to show.

His virtues were many; his claims were not made. As if he were lord of the earth; In comely appared his form was arrayed. And his life was more grand than his birth-

So, when Mortimer hastened, his wish to im part, And looked on the maid as his own, He found that brave Harry had captured her And the prize that he hoped for had flown.

BEL RUBIO;

OR, THE CHILDREN OF THE EARTHQUAKE.

CHAPTER I. THE CHEAT EARTHQUAKE.

The city of Lisbon, always beautiful, was never more beautiful than on that fateful Tuesday, November 1, 1755, when the great

earthquake came.

The sun flooded the bay with showers of gold, and the streets were full of vehicles, gold, and the streets were full of vehicles, carrying pleasure-seekers to and fro.

The bay was crowded with shipping.
Two men-of-war lay near the new marble quay, just completed; which was already a popular resort for fashionables and unfashionables, to gather of an afternoon and listen to the playing of the bands.

In the midst of this peace and pleasure came a low, rumbling, jarring sound. The windows rattled; horses stood still, snorting and trembling, refusing to move further.

ther.

Every one gazed in the face of his neighbor, growing pale—he knew not why; and then, as the tremor ceased, people laughed uneasily, and said to each other that it was "nothing, after all."

But still the horses refused to budge when whipped up.

Then came another rumble, which rose to a roar. The tremor was renewed, and became a swaying to and fro. Men and women staggered like drunkards; and in the midst of it the tower of the church of San Lorenzo was seen to be tottering to its fall over the square of the same name.

People came running from the houses in every street, frantic with fear, making instinctively for some open place. The

instinctively for some open place. The square was the nearest; and as the tower was beheld shaking, a bitter cry rose from the crowd.

Some tried to flee, but their limbs refused to sustain them on the heaving earth, which added a dizzy sickness to their misery and fear.

Then-crash! Then—cassi:
The great tower, two hundred and eighty
feet high, fell into the square, crushing
hundreds. The heaving became a succession of waves. Hills rose and valleys
sank where all had been level. Then came a shock, more violent than before, and the rattle of falling buildings

echoed through the doomed city.

People ran as hard as they could toward the river, with the instinct of hunted animals to seek the water. Selfishness ruled the hour, and men struck fiercely at women and children if the poor things got

women and children if the poor things got in the way.

In the midst of the crowd, near the square, stood a carriage. The panic-stricken horses had refused to stir. In the carriage sat two ladies with bables in their arms. Both were richly dressed, but both had been abandoned, in that hour, by their nurses. All distinctions of rank were lost, and they only remembered that their bables were crying and that they must hush them. Then came a luli in the tremor of the ground, and both mothers sprang out of the carriage and began to run with the crowd. n to run with the crowd As they did so, one said hastily to the other in English:

"Keep up your courage, Marie. If you give way we shall never escape."

The other, who was nearly fainting.

The other, who was nearly fainting, gasped:

"Oh, my God! we are lost!"

"No we'are not lost!" retorted the first, who seemed to have courage in spite of the terrible commotion. "Only don't drop down. Keep on your feet, whatever happens, and hold fast to the baby."

Then they began to run in the crowd, where all seemed frantic with fear.

Out in the harbor, by the pier, the two men-of-war were a scene of hurry and confusion.

Their anchors were down: their officers

Their anchors were down; their officers shouting hoarze orders as they prepared to get the ships out to sea.

One was English, the other French.

In the midst of the commotion, the captain of the English ship heard a voice hailing him from a boat shooting past:

"Guy! Guy! Vere are you?"

The English captain uttered a fervent "Thank God!" under his breath; for he recognized the voice and foreign accent.

A young officer in French paya! uni-

recognized the voice and foreign accent.

A young officer in French naval uniform was waiving his hand from the stern of the boat as it passed the frigate, and called out in French, "I will save them. Be not afraid."

The English captain waived his hand in reply, but his face was as pale as that of a corpse. His wife and child, and that of the French officer, were both ashore, and he dared not leave his duty to save them. Then, as the boat glided towards the quay, the English captain gave a shrug to his shoulders as if to control the nervous shudder he could not avoid, and turned his attention to his own ship, resolutely repressing every feeling but that of strict duty. At the moment the first rumble of the

arthquake began, a small, half-decked craft, with a single mast, supporting a huge lateen sail, was floating not far from the pier, her crew of three men trying to propel her from the vicinity by means of

propel her from the vicinity by means of clumsy sweeps.

When the first tremor came, it was not noticed on the water; but the sailors heard the rumbling sound; and the captain—a big, swarthy young fellow, with keen black eyes, and huge side-whiskers—rested on his oar a moment to look round and say, in Spanish:

"That though a stanute the second shot came up through the water, like a blow, and the captain turned a shade paler through his bronze, and muttered, in a voice of apprehension:

"Mother of Heavend It is the carthquake! Pull your best for the open sea! God help us all! Pull, I say."

The words, "the carthquake," were enough for the two Spaniards who composed the

The words, "the carthquake," were enough for the two Spaniards who composed the crew, when they heard them. They bent to their oars with all their might, and the boat began to move through the water.

They were leaving the pier rapidly, when the three men felt a sudden sinking, as if the boat were going down. The water seemed to drop from under them, and then they were swept out to sea, with a rush, as fast as a horse could have galloped, the sensation of sinking growing stronger every moment.

loped, the sensation of sinking growing stronger every moment.

Two of the men, who were pulling, dropped their oars and fell on their knees, in the instinct of man when he can do nothing more, raising their hands to Heaven, and praying wildly for mercy.

The captern, on the other hand, turned his fees towards them and snarled face towards them, and snarled

fiercely:
"Get to your oars, you fools! The saints

up by some strange monster, revealing the ground, jagged with rocks, and inter-epersed with pools of mud.

But the dauntless captain did not give way. He rose from the place where he had been thrown, and called to his panic-striction man.

tricken men : "Get to your ears? Look there?"

He pointed to the retiring wave. It had aused in its course, and was stationary, while a great wall of water was beginning

while a great wall of water was beginning to curl over at the top, as if the contending forces were struggling for the mastery.

The trembling sailors obeyed him instinctively; but it seemed useless to hold an oar in the face of such a peril.

The wall of water curled over, and the wave came racing back; but the cool and heroic captain had not held his post in vain. In front of the great wave came a lower one, and as it neared the Spaniards it caught up their little craft and swept it inland again.

inland again.

Struggling like madmen, they managed to keep the beat from drifting broadside to the water that came racing after them. the water that came racing after them, and the advance wave swept them on, swifter than it had carried them out, straight towards the city of Lisbon.

A great cloud of dust had risen from the ruins of the doomed city, and hung over the harbor, like a pall. Everything was dark; but a flash of lightning shot through the cloud.

By the light of that flash they saw strange scene.

They were close to the great marble pier, and the bottom of the bay was clearly visible, all round it, while the pier itself was rising in the air; the rocks rending beneath it as it rose, with loud thundering

reports.

The stately frigates lay helpless on their sides by the foot of the pier; and the wave, on which the Spanish boat hung, seemed to pause a moment before it completed its

Then something seemed to give way, and down went the great marble pier, the pride of Lisbon, into the midst of a black,

pride of Lisbon, into the midst of a black, yawning chasm.

The wall of water, that had been following the boat, suddenly seemed to sink beneath it; the little craft was hurled high in the air, tossed about on the great billows like a feather, and then—

How or where the confusion first ceased they knew not, but the earthquake was conducted in the midst of was over, and they floated in the midst of the dark dust-cloud, on a wilderness of waters, alone.

waters, alone.

Almost ere this end was assured, the dauntless captain of the Spanish boat was up in the bows, peering through the darkness for anything that might be floating. Then he gave a shout:

"I knew it! I knew it! Pall hard!" Within a minute from his cry he was hauling into the boat, by the aid of a boat-hook, a great sheet of cork, to which

omething was lashed. What it was appeared from his surprised

"Mother of Heaven! Two children!"
A low, strangled cry from one of the infants prove that it was alive—the only creatures that had been saved from the wreck.

The Lisbon earthquake lasted eight minutes by the clock. Sixty thousand people were swallowed up, the city reduced to a heap of smoking ruins; all in that brief

space of time.

Over the place where the great marble pier had stood a hundred fathoms of water rolled their troubled waves, stained with red mud; the dust-cloud brooding over the of desolation like some evil angel of

death that gave up no secrets.

Of all the people on the pier, of the goods piled on the marble payement, of the ships dragged by their anchors down into the black gulf, nothing ever came up But the Spanish captain, as he gazed at

the two infants, repeated to himself:
"God has given me the children of the ourth These were the same children that were seen in the arms of their mothers in the seen in the arms of their mothers in the carriage near the square. Little did the Spanish sailor who had rescued them dream of the wonderful careers which those children were to run, nor of the influence which his conduct on that day would have on his own fate. The above we publish as a specimen chapter of this we publish as a specimen chapter of this beautiful story; but the continuation of it will be found only in the N. Y. Ledger. Ask for the number dated July 11, which can now be had at any news office or bookstore. If you are not within reach of a

news office, you can have that number of the Ledger mailed to you by sending six cents (postage stamps will do) to Robert Bonner, publisher, 182 William street, New York. The New York Ledger is the Great Family Paper, full of good and in-Additional Train Facilities. The Baltimore & Ohio, in addition to heir five local trains in each direction on he Metropolitan Branch, will, on and after

the Metropolitan Branch, will, on and after Monday, June 29, place two more local trains on. One train will leave Washington at 12:30 p. m., running as far as Gaithersburg, arriving at 1:40 p. m.; returning, this train will leave Gaithersburg at 2:15 p. m., arriving in Washington at 3:40 p. m. The other train will leave Washington at 11:15 at night, running through to Washington Junction; returning this train will leave Washington at 9:20 a will leave Washington Junction at 9:20 a. m., arriving in Washington at 11:30 a. m.

A Promising Young Surgeon.

Dr. H. S. T. Harris of this city received on Saturday orders from the Surgeon-General to report for duty to the surgeon at San Antonio, Texas, as acting assistant surgeon. Dr. Harris graduated at the Columbian University in 1883, in both the collegiate and medical departments. He was shortly afterward placed in charge of the Children's Hospital in this city, which position he filled without pay, until last year, when he was elected resident physician to the Washington Asylum. Two weeks ago he went before the army board at New York, and after a five-day's examination passed, the third out of thirty up to that date. His appointment at once to the army is a great compliment to our Washington College and to him, especially, as he is but twenty-one years of age. A Promising Young Surgeon.

Railway Signals.

One whistle means "down brakes."
Two whistles, "off brakes." Three whistles
"back up." Continued whistles, "danger."
Short, rapid whistles, "cow on track."
There are signals in physical affairs which
every wise man knows. When the diges every wise man knows. When the diges-tion begins to be unsatisfactory, when the circulation is slow and the pulse weak and the step not as clastic as it was, then it is "down brakes." Shut off steam and halt for repairs. Get Brown's Iron Bitters. The world's great iron medicine.

Clearing sale, serge suits. Eiseman Bros., 7 & E. "Bud" Eagleston's Monument.

Several hundred admirers of the late Alexander Eagleston, the well-known temperance advocate and philanthropist, witnessed the unveiling of his monument at Glenwood Cemetery yesterday. Rev Drs. Kramer and Burkhardt conducted The religious ceremonies, General John Tyler, jr., delivered an oration, Mr. John Garland read an ode and Messrs. Charles M. Nye and S. A. Cox made brief ad-

Clearing sale, sack suits. Eiseman Bros., 7 & E. -Extra taxes on beer and spirits are causing intense dissatisfaction in Switzer-

Noney plaid suits to order, \$18. Hamburger' —M. de Lesseps says that unless England withdrew from Egypt there would be

an Anglo-French war.

Clearing sale, \$10 suits. Eiseman Bros., 7 & E.

—A general riot occurred yesterday among the congregation of the Polish Catholic Church at Toledo, Ohio. Two men were killed and several injured, and a number of houses were partially or entirely destroyed.

Clearing sale how talk.

Clearing sale, boys' suits. Eiseman Bros., 7 & E.

—It is believed that arrangements will be made by which General G. W. C. Lee, president of Washington and Lee University, will be induced to accept during the coming winter the leave of absence his health requires, instead of resigning, and thus permanently severing his connection with that institution.

Clearing sale supported by Kiseman Bros.

Clearing sale, summer clothes. Eiseman Bros.

Sharpless Cup Races. The revival of college rowing has steadily grown until this year; the 4th of July regatta promises to be by far the most successful held for years. Lake Quinsigamond, near Worcester, Mass., has been deserted for fifteen years past, but is an excellent sheet of water, seldom rough. Cornell, Bowdoin, and Brown are now at the lake, Pennsylvania is expected to-day. In looking over the crews, Cornell looks the most like a winner. On account of her fine victory over Pennsylvania, Columbia has withdrawn. Brown has been work-ing hard under Frank Holmes' care, and

new man in the eight Baseball.

Press, usually very accurate, has not kept himself posted on the Eastern League games. His figures are incorrect in regard to several of the nines.

New York, June 29.—The great trot between Maxey Cobb and Phallas for the Crown Stakes and \$15,000 added money, which will take place at Cleveland on Saturday, is the topic of conversation among sporting men. A great deal of money has been wagered on Maxey Cobb. Some of the bets are that he will do 2:10 or better. He was shipped to Cleveland Saturday, and his driver, Murphy, will go to-morrow night. Trotting. to-morrow night.

Reduced Rates to National Encamp ment, via Pennsylvania Railroad.

The National Soldiers' Reumon and En-campunent will be held in Fairmount Park, Philadelphia, from June 28 to July 5, 1885. The event will embrace an enesimpment of representative organizations of the citizen soldiery of the Union, and detachments of troops from the various arms of the United States service. The arms of the United States service. The command will be in charge of a military committee composed of the most eminent soldiers of the land; and numbers of prominent leaders of the late war will be present as guests. The programme embraces all the features of actual camp service, the most important of which is a series of competitive drills, in which the crack military organizations of the several States will contend for valuable prizes. There will also be parades, reviews and other interesting military maneuvers. The Fourth of July will be a particularly interesting day, and the ceremonies are ex-

The Fourth of July will be a particularly interesting day, and the ceremonies are expected to be witnessed by the President and Cabinet, and other distinguished people. The beauty of the camp ground and its accessibility adds no little to the general interest in the affair.

For the benefit of those desiring to attend, the Pennsylvania Railroad will sell excursion tickets from June 26 to July 6, good to return until July 7, from all stations on its system to Philadelphia, at greatly reduced rates.

* * * Rupture radically cured, also pile tumors and fistulas. Pamphlet of particulars two letter stamps. World's Dispensary Medical Association, Buffalo, N. Y. greatly reduced rates.

Clearing sale, children's suits. Eiseman Bros

Drunkenness, or the Liquor Habit, Can be Cured by Administering Dr. Haines' Golden Specific.

"Alderney Dairy Wagons." Fresh Alderney butter, churned every morning and delivered in 14 fb. "Ward" prints, 35c per fb. Also cottage cheese, buttermilk and sweet milk, 5c. per qt. Cream, 15c. per pint SEE our \$6 pants to order. Hamburger's.

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Overcoatings and Tronserings

Of my own importation, now received. Gentlemen, please call, inspect and leave your orders at the Leading Tailoring Establishment of Washington. Best Goods. Best Trimmings. None but first-class workmen employed at 1111 Pennsylvania Avenue.

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DON'T FAIL TO VISIT Dooley's Rialto Fountain, 3d St. and Pa. Ave. S. E.

BEST SODA WATER IN THE CITY.

THE FLASHING OAR. Anent the Inter-Collegiate and

ing hard under Frank Holmes' care, and may cause a surprise. She did once before on this same water when her freshmen six defeated those of Harvard and Yale. Bowdoin had hard luck last year; this year she will do better, in fact very much better, it looks now as though Cornell would win, with Bowdoin second, and Pennsylvania third, and Brown last.

Work has been begun in earnest by the Columbia eight for the Sharpless Cup race at Philadelphia next month. Under the supervision of Cantain Gibson, the eight

at Philadelphia next month. Under the supervision of Captain Gibson, the eight are practicing daily and it is not unusual for them to pull five miles before returning to the boat-house. As at present constituted, the crew is Nute, stroke, weight 140 pounds, height 6 feet 2 inches; Wade, No. 7, 154 pounds, 6 feet; Kondrup, No. 6, 158 pounds, 6 feet 1 inch; Sloan, No. 5, 152 pounds, 6 feet; Arnold, No. 4, 150 pounds, 5 feet 10 inches; Mackall, No. 3, 145 pounds, 5 feet 10 inches; Young, No. 2, 130 pounds, 5 feet 8 inches, and Snyder, bow, 135 pounds, 5 feet 8. This is considered one of the best eights ever put in a boat. About two weeks yet remain for soared one of the best eights ever put in a boat. About two weeks yet remain for practice, and by next Friday the men will be ready to go to Philadelphia and finish their work on the Schuylkill. All the members of the present crew have pulled in races before, and therefore know what is expected of them. Sloan is the only new men in the cight.

The Nationals play the Trentons to-day at Capitol Park, the Lancasters play at Norfolk and the Newarks at Atlantic

The sporting editor of the Philadelphia

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Remember this is no Fraud or Swindle, we make you this offer to have you try our paper, knowing if you take it six months you would not do without it at any price. Remember you get a first-class paper six months, a Fine Chromo and a chance to get \$100 in Gold if you will send us your full name and address and Ten Cents in Silver for postage. Send in your name at once, or hand this to some one who will send. Address

As to our responsibility we refer you to the Postmaster or any business man in our town,

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Managing partner of the late firm of Ellis & Co.

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BALTIMORE & OHIO RAILROAD.

SCHEDULE IN EFFECT SUNDAY, MAY 9, 1885, UNTIL FURTHER NOTICE,

Leave Washington from Station, corner New Jersey avenue and Catreet. For Chicago, 10 a.m., and 10:10 p.m. daily. The 10 a.m. is a Fast Limited Express to Pittsburg and Chicago, arriving in Pittsburg at 7:30 p.m. Chicago next morning at 8:55. No extra fare is charged on this train for fast

No extra fare is charged on this train for fast time.

For Cincinnati, Louisville and St. Louis daily at 3:50 p. m. and 10:10 p. m., with through coaches and Palace Sleeping cars to above points without change. 3:30 p. m. train is a fast limited train to Cincinnati and St. Louis, arriving in Cincinnati next merning at 7:45. St. Louis 6:30 p. m. No extra fare is charged on this train for fast time.

For Pittsburg at 10 a. m. with Parlor Car, and 9:10 p. m. daily to Pittsburg, Cleveland and Detroit, with sleeping cars to Pittsburg.

For Baltimore on week days—5, 6:10, 6:40, 7:30, 8:30 and 10:05 a. m., 12:10, 12:5, 3:15 (45-minute train) 3:30, 4:30, 4:40, 5:40, 6:40, 7, 8:25 and 11 p. m.

For Baltimore on Sundays—6:10, 7:30, 8:30 and 10:05 a. m., 1:25, 1:30, 3:30, 4:40, 5:40, 6:40, 7, 8:25 and 11 p. m.

For points on the Shenandoah Valley Rallread and points South, 9:25 a. m. and 9:10 p. m. daily. 9:25 a. m. train has Fallman Sleeper from Washington to New Orleans.

For Annapolis, 6:40 a. m. and 12:10 and 4:30 p. m.; on Sunday, 8:30 a. m. and 4:40 p. m.

For way stations between Washington and

4:30 p. m.; on Sunday, 8:30 a. m. and 4:40 p. m.

For way stations between Washington and Baltimore, 5, 6:40, 8:30 a. m., 12:10, 3:30, 4:40, 7 and 11 p. m. On Sundays, 8:30 a. m., 1:30, 3:30, 4:40, 7 and 11 p. m. For stations on Metropolitan Branch, 7:25 a. m. and 11:15 p. m. daily, except Sunday, and 5:30 p. m. daily; 4:40 p. m. daily, except Sunday, for principal stations on Metropolitan Branch; 8:40 a. m. daily on Sunday stops at all stations; for Lexington, Staunton and Valley, Branch, 8:40 a. m. daily, except Sunday; for Frederick, 8:40 a. m. daily, except Sunday; for Sunday, 8:40 a. m. daily, except Sunday; for Sunday.

unday.
For local stations between Washington and
cathersburg, 12:30 p. m. daily, except Sunday.

For Hagerstown and Winchester, 8:40 a.m.
daily, except Sunday, and 5:30 p. m. daily to
Hagerstown; daily, except Sunday, to Winchester.

chester.
Trains arrive from the West daily, 6, 7:20 a.
m., 1:15, 6:30 p. m.
From Annapells, 8:30 a. m. and 1:50 and
5:25 p. m.; Sunday, 10:35 a. m. and 6:35 p. m.
From Lexington, 5:30 p. m. daily, except
Sunday.
From Frederick and intermediate points,
8:25 a. m. and 8:15 p. m. daily, except Sunday.

8.25 a. m. and 8.15 p. m. dally, except Sunday.

Trains leave Baltimore for Washington at 5:10, 6:30, 7:20, 9, 9:65 and 10:30 a. m., 12:15, 2:30, 3, 4, 4:20, 5, 6:30, 8, 9 and 11 p. m. On Sundays, 6:30, 7:20, 9 and 9:05 a. m., 1:39, 2:30, 4:20, 5, 6:30, 8, 9 and 11 p. m.

All trains from Washington stop at Relay Station, except 1:25, 3:15 and 6:40 p. m.

For further information apply at the Baltimore & Ohio ticket office—Washington Station, 6:19 and 1:31 Penna, ave., corner of 14th st., where orders will be taken for baggage to be checked and received at any point in the city.

C. K. LORD, G. P. A.

B. DUNHAM, Gen, Man, Baltimore.

THE GREAT PENNSYLVANIA ROUTE.

TO THE NORTH, WEST AND SOUTHWEST.

DOUBLE TRACK. SPLENDID SCENERY
BYFEL BAILS. MAGNIFICENT EQUIPMENT.

IN EFFECTIUME 21, 1885.

Trains leave Washington from station, corner
of Sixth and B streets, as follows:
For Pittsburg and the West. Chicago Limited
Express of Palace Sleeping Cars at 950 a. m.
daily; Fast Line, 9:50 a. m. daily to Cincinnati and St. Louis, with Sleeping Cars from
Harristourg to Cincinnati and Hotel Car to
St. Louis; daily, except Saturday, to Chicago,
with Sleeping Car Altoona to Chicago. Chicago and Cincinnati Express at 7:10 p. m.
daily, with Sleeping Cars Washington to Chicago and Harrisburg to Louisville; connecting at Harrisburg with Western Express with
through sleepers for Cleveland and St. Louis,
Pacific Express, 10 p. m. daily for Pittsburg
and the West, with through sleeper Harrisburg to Chicago. TO THE NORTH, WEST AND SOUTHWEST.

BALTIMORE & POTOMAC RAILROAD. BALTIMORE & POTOMAC RAILROAD.

For Erie, Canandaigua, Rochester, Buffalo, Niagara, 10 p. m. daily, except Saturday, with
Falace Cars Washington to Rochester.

For Williamsport, Lock Haven and Elmira, at
9:50 a. m. daily, except Sunday.

For New York and the East, 7:15, 8:30 and
11 a. m., 2, 4, 10 p. m. and 12:15 night. On
Sunday, 8:30 a. m., 2, 4, 10 p. m. and 12:15
night. Limited Express of Pullman Parlor
Cars 9:40 a. m. daily, except Sanday.

For Boston without change, 2 p. m. every day,
For Brooklyn, N. Y., all through trains connect
at Jersey City with boats of Brooklyn Annex,
affording direct transfer to Fulton street,
avoiding double ferriage across New York
city.

city.

For Philadelphia, 7:15, 8:30 and 11 a.m., 2,
4, 6, 10 p. m. and 12:15 night. On Sunday,
8:30 a.m., 2, 4, 6, 10 p. m. and 12:15 night.
Limited Express, 9:40 a. m. daily, except

Limited Express, 9:40 a. m. daily, except Sunday.

For Baltimore, 6:35, 7:15, 8:30, 9:40, 9:50, 11 a. m., 12:05, 2, 4, 4:25, 4:40, 6, 7:10, 10 p. m. and 12:15 night. On Sunday, 8:30, 9:50, 11 a. m., 2, 4, 6, 7:10, 10 p. m. and 12:15 night. For Pope's Creek Line, 7:15 a. m., and 4:40 p. m. daily, except Sunday.

For Annapolis, 6:35 a. m., 12:05 and 4:25 p. m., daily, except Sunday. On Sunday 4 p. m. ALEXANDRIA & FREDERICKSBURG RAIL-WAY AND ALEXANDRIA & WASH-INGTON BAILROAD.

For Alexandria, 6, 7, 9:25, 11:01 and 11:35

INGTON RAILROAD.

For Alexandria, 6, 7, 9:25, 11:01 and 11:35 a. m., 2:05, 4:26, 4:45, 6:25, 8:05 and 11:37 p. m. On Sunday at 6, 9:25, 11:01 a. m., 8:05 p. m.

For Richmond and the South, 6 and 11:01 a. m. daily and 4:45 p. m. daily, except Sunday.

Trains leave Alexandria for Washington 6:05, 8, 10, 10:10 a. m., 1, 3:05, 3:23, 5:10, 7:05 and 11:35 p. m. and 12:10 midnight, except Monday, On Sunday at 8 and 10:10 a. m., 7:05 and 11:35 p. m. and 12:10 night.

Tickets and information at the office, northeast corner of Thirteenth street and Pennsylvania avenue, and at the station, where orders can be left for the checking of baggage to destination from hotels and residences.

CHAS, E. PUGH.

General Manager.

Gen. Passenger Agent.

CHESAPEAKE & OHIO RAILWAY

CHESAPEAKE & OHIO RAILWAY
(LEAVE B. & P. DEPOT, SIXTH AND B STS.)

11:15 A. M.—For all way stations, Lexington,
Ky. Louisville, Cincinnati, Columbus, St.
Louis. Daily except Sunday. Through
Parlor Car to White Sulphur Springs.

11 A. M.—For Newport News, Old Point Comfort and Norfolk, Daily except Sunday.

5:45 P. M.—For Louisville, Cincinnati, St.
Louis and Chicago, connecting for all
points West, Northwest and Southwest;
fast express daily; does not stop for local
business: through Pullman service to
Louisville and Cincinnati.

For tickets and information apply at C. & O.
Railway office, 513 Pennsylvania avenue,
under National Hotel; Va. Midland Railway
office, 601 Pennsylvania avenue, and B. & P.
Station.

H. W. FULLER, General Passenger Agent, General Manager. FRANK TRIGG, N. E. Passenger Agent. WASHINGTON, OHIO & WESTERN R. R.

On and after JUNE 14, 1885, trains will leave from and arrive at 6th and B sts, Depot as follows: Leave Washington 9 a. m. and 4:35 p. m., dally; arrive at Belmont Park 10:31 a. m. and 6:26 p. m.; Leesburg 11:01 a. m. and 6:36 p. m.; arrive at Round Hill at 11:43 a. m. and m; strive at Round IIII at 1143 a.m. and 7:18 p.m. Returning leave Round Hill 6:08 a.m. and 3:00 p.m.; pass Leesburg 6:12 a.m. and 3:10 p.m.; Reimont Park 6:54 a.m. and 3:58 p.m., and arrive at Washington at 8:35 a.m. and and arrive at Washington at Sunday trains to Special excursion rates and Sunday trains to Belmont Park. Monthly and commutation rates to all points.

S. M. BROPHY, Supt., Alexandria.
E. J. LOCKWOOD, Pass. Agt., 507 Pa. ave.

STEAMBOATS. L OW FARES—MONROE AND NORFOLK.
FIRST-CLASS FARE, \$1: ROUND TRIP, \$1.25.
Steamer JANE MOSELEY Monday, Wednesday and Saturday at \$2.0 b. m.
Passage and rooms secured at General Office,
Sixth-street wharf. Telephone call, \$4.
FOTOMAC RIVER LANDINGS.—Steamer
TI OMPSON Monday, Wednesday and Friday at
7 a. m.

WOOD AND COAL

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12th and Water Sts. S. W.
BRANCH YARDS AND OFFICES.
(Connected by Telephone.)
1202 F street northwest.
1515 Seventh street northwest.
1740 Fennsylvania ave. northwest.
1112 Ninth street northwest.
Corner 3d and K streets northwest.
my6-tt 221 Pennsylvania ave. southwest.

SCHLITZ'S MILWAUKEE LAGER THE BEST IN THE DISTRICT.

SAMUEL C. PALMER, Agent.

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